Appendix II

Metropolitan Planning Organization (MPO) Planning Process *(1996 Addendum)*

Metropolitan Planning Organization (MPO) Planning Process

Introduction

Metropolitan planning organizations play a vital role in the planning and development of transportation projects and services throughout the urbanized areas of Indiana. Together with the INDOT District Offices, they serve as primary sources of local input and as fundamental cooperating partners in the multimodal planning and program implementation process.

Indiana's metropolitan planning organizations (MPOs) have jurisdictional responsibility for transportation planning in twelve (12) urbanized areas (see **Table 1** and **Figure 1**). Urbanized areas are defined by the U.S. Bureau of the Census as centers with populations equal to or greater than 50,000 people. By virtue of their function as major economic centers of the state, the bulk of Indiana's transportation activity occurs in and around these urbanized areas.

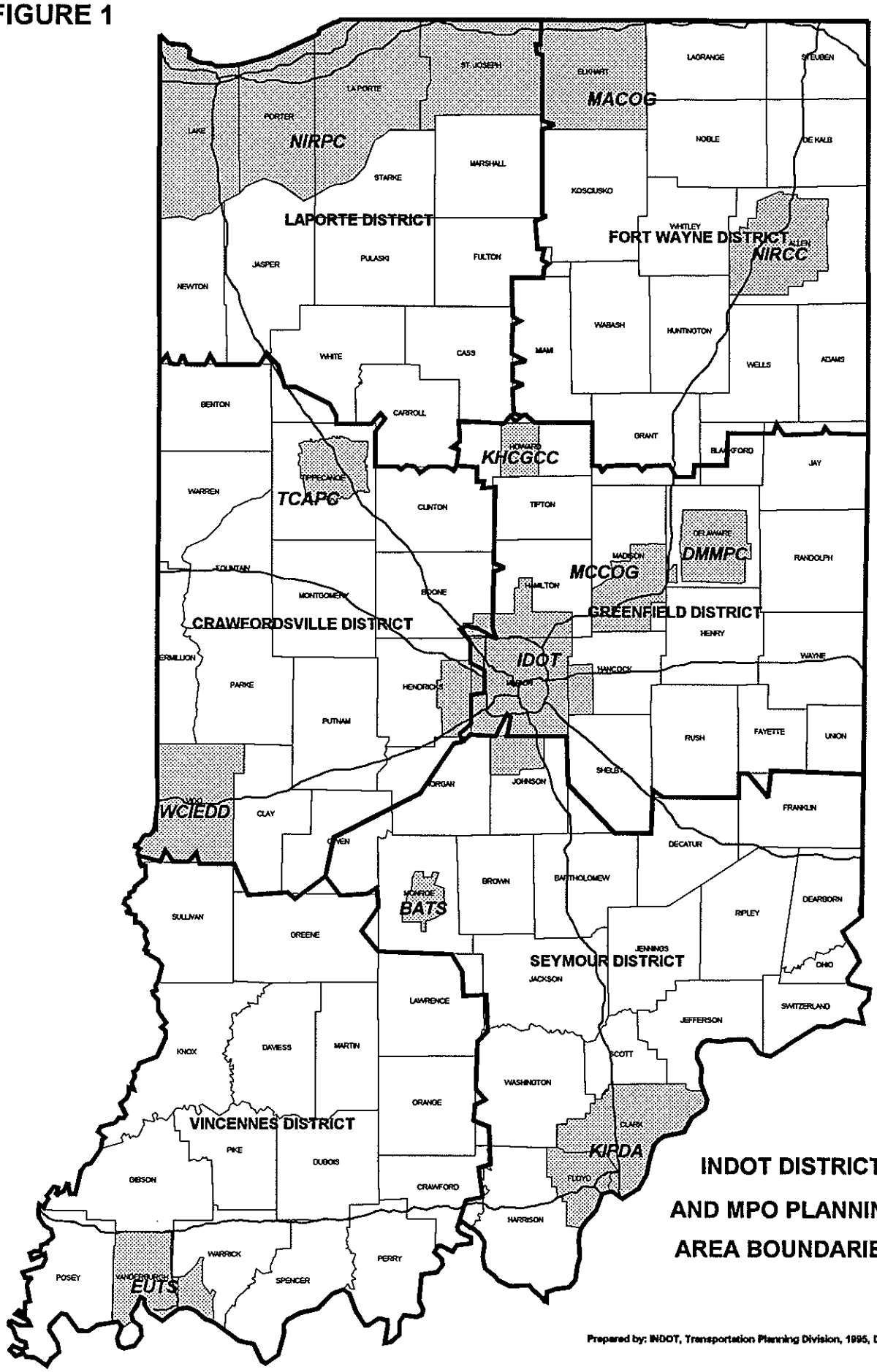
Table 1
INDOT Statewide District Meetings

Metropolitan Planning Organization	Urbanized Area	Population
Madison County Council of Governments	Anderson	130,669
Bloomington Area Transportation Study	Bloomington	108,978
Evansville Urban Transportation Study	Evansville	156,402
Northeast Indiana Regional Coordinating Council	Fort Wayne	300,636
Indianapolis Department of Transportation	Indianapolis	1,153,595
Kokomo & Howard County Governmental Coordinating Council	Kokomo	80,627
Tippecanoe County Area Plan Commission	Lafayette/West Lafayette	130,598
Kentuckiana Regional Planning and Development Agency	Louisville, KY/Clark County & Floyd County, IN	152,181
Delaware-Muncie Metropolitan Plan Commission	Muncie	119,659
Northwest Indiana Regional Planning Commission	Northwest Indiana	711,592
Michiana Area Council of Governments	South Bend-Elkhart	403,250
West Central Indiana Economic Development District	Terre Haute	106,107

Source: Indiana Transportation Fact Book, 1995.

The following discussion briefly describes each of Indiana's urbanized area MPOs and outlines the transportation planning process, public participation procedures, the status of long-range transportation plans, and major transportation projects currently programmed for development.

FIGURE 1


MACOG
NIRPC
LAPORTE DISTRICT
FORT WAYNE DISTRICT
NIRCC
KHCGCC
TCAPO
DMMPC
MCCOG
GREENFIELD DISTRICT
CRAWFORDSVILLE DISTRICT
IDOT
WCIEDD
BATS
SEYMOUR DISTRICT
VINCENNES DISTRICT
KIRPDA
EUTS
INDOT DISTRICT
AND MPO PLANNING
AREA BOUNDARIES
Prepared by: INDOT, Transportation Planning Division, 1995, DKH

Anderson Urbanized Area

The Anderson metropolitan planning area is located in southern Madison County and includes the Town of Daleville in Delaware County. The Madison County Council of Governments (MCCOG) is the designated metropolitan planning organization (MPO) for transportation planning in the urbanized area. The organization is governed by the twelve-member Madison County Council of Governments Policy Committee which acts as the official MPO and represents the Cities of Anderson, Elwood and Alexandria, and the Town of Pendleton. The MPO Technical Advisory Committee makes recommendations to the Policy Committee and provides the necessary technical input to shape policies into practical actions.

The Anderson urbanized area highway system is served by Interstate 69, State Road 9 and State Road 32. State Roads 67, 109, 232 and 236 also enter portions of the urbanized area. The Anderson area has been designated an "attainment" area for air quality by the U.S. Environmental Protection Agency. Approximately 74,000 people live in the Anderson urbanized area.

The Transportation Planning Process and Public Participation

Both the Policy Committee and the Technical Committee hold regularly scheduled monthly meetings to discuss transportation issues, to define possible courses of action, and to select cost-effective solutions to improve the local transportation system. Among the products of the planning process are the long-range transportation plan, the transportation improvement program, accident analyses, traffic count information, corridor studies, and an overall work program. The current long-range transportation plan update was endorsed by the Anderson Policy Committee on December 9, 1994.

MCCOG performs nearly all transportation planning functions within the metropolitan planning area. The City of Anderson Planning Department performs mostly transit-related planning and some land use planning. The MPO is responsible for maintaining the computerized transportation demand model used to forecast traffic. Critical transportation decisions often rest on these traffic forecasts. The Anderson MPO currently uses the *QRS-II* microcomputer transportation model.

MCCOG ensures that local planning efforts are responsive to the needs of the public through information dissemination and public meetings. Community groups receive mailings and meeting notices. All Technical Committee and Policy Committee meetings are open to the public. MCCOG publishes

newsletters. They also provide information on upcoming activities or discussions of transportation planning topics to the local media. Draft reports are normally furnished to appropriate representative groups for their review and comment.

Public participation will receive a boost in the Anderson area when a Citizens Advisory Committee was formed in late 1994. This group will help better represent the interests of the general public.

Major 1995-1999 State Transportation Projects:

The most significant transportation project in the Anderson urbanized area is the following:

- **S.R. 109 in Madison County** - New road construction from S.R. 38 to C.R. 400 South. The work is scheduled for F.Y. 1996.

No Major Investment Studies (MIS) have been identified for the Anderson urbanized area.

Bloomington Urbanized Area

The City of Bloomington Planning Department initiated an areawide *Long-Range Transportation and Land Use Study* in 1978 in anticipation of the fact that the Bloomington Urbanized Area would exceed 50,000 population with the 1980 Census. An organization, known as the Bloomington Area Transportation Study (BATS) later to become the designated Metropolitan Planning Organization (MPO), was formed to coordinate the study. This process culminated in June 1984 with the completion of the *Year 2000 Staging Program*, and Policy Committee adoption of the collective study products as the area's long-range transportation plan.

Bloomington has met air quality requirements set forth by the U.S. Environmental Protection Agency. The city is therefore in "attainment" for air quality. The BATS staff monitors air quality status and incorporates these considerations into long-range transportation plans.

Status of Long-Range Transportation Plan

The Bloomington Area Transportation Study (BATS) staff completed an updated long-range transportation plan in 1994. This plan incorporates the federal transportation requirements that have been put forth by the *Intermodal*

Surface Transportation Efficiency Act of 1991 (ISTEA). The BATS Policy Committee formally approved the updated long-range transportation plan on December 6, 1994.

The development of the long-range transportation plan includes a computerized model of the area using the *TRANPLAN* microcomputer travel demand forecast model. This model will assist in determining future transportation projects. The MPO staff is currently working with local businesses and others to incorporate the results of the *TRANPLAN* model in future development.

Public Participation

BATS has introduced a public participation process that includes input from local neighborhood and public action groups. There is a standing monthly meeting for these groups to meet with City and State Transportation officials to discuss transportation projects.

BATS has encouraged public participation in the initial transportation planning stages. The local Bloomington groups have played a significant role in the development of the long-range transportation planning process.

The public participation process also calls for direct local involvement in the development of the Transportation Improvement Program. The level of participation has varied, but local business and civic leaders interest has always been at a high level.

Major 1995-1999 State Transportation Projects:

- **S.R. 46/45 Bypass in Monroe County** - Added travel lanes from College Avenue to Third Street.

Evansville Urbanized Area

The Evansville Urban Transportation Study (EUTS) was established as the Metropolitan Planning Organization (MPO) in 1977 by the Southwestern Indiana and Kentucky Regional Council of Governments.

Status of Long-Range Transportation Plan

The EUTS staff updated the long-range transportation plan in 1994. This document incorporates the federal transportation requirements put forth by the

1991 ISTEA legislation. The EUTS Policy Committee formally approved the updated long-range transportation plan on December 20, 1994.

Public Participation

EUTS is working with the Indiana Department of Transportation (INDOT) and local groups in the development of a public participation process. The current arrangement calls for early and frequent opportunity for direct public participation. The EUTS staff has worked with local citizens groups in the development of both the Transportation Improvement Plan (TIP) and the long-range transportation plan.

Major 1995-1999 State Transportation Projects:

- **S.R. 62 in Vanderburgh and Warrick County** - Added travel lanes from I-164 to Boonville at an estimated cost of $34.0 million.
- **S.R. 66 in Vanderburgh and Warrick County** - Added travel lanes from Green River Road to east of S.R. 61 at an estimated cost of $24.0 million.

Fort Wayne Urbanized Area

The Fort Wayne metropolitan planning area occupies nearly all of western and central Allen County. The Northeastern Indiana Regional Coordinating Council (NIRCC) is the designated metropolitan planning organization (MPO) for transportation planning in the Cities of Fort Wayne and New Haven, the Towns of Grabill and Huntertown, and much of unincorporated Allen County. NIRCC is also designated to perform general purpose regional planning for Adams, Allen, DeKalb and Wells Counties. The Urban Transportation Advisory Board (UTAB) was established to advise NIRCC on matters of policy and to act as the urbanized area Policy Committee. The Transportation Technical Committee and Transit Planning Committee make recommendations to the UTAB and provide the necessary technical input required to shape policies into practical actions.

The Fort Wayne urbanized area highway transportation system is served by Interstate 69, U.S. routes 24, 27, 30, 33, and State Roads 1, 3, 14, 37 and 469. The Fort Wayne region is served by Fort Wayne International Airport which is classified as a primary airport and operates as a significant regional facility, drawing from a market area that includes all of northeastern Indiana and nearby counties in Ohio.

The Fort Wayne area has been designated an "attainment" area for air quality by the U.S. Environmental Protection Agency. Approximately 248,400 people live in the Fort Wayne urbanized area.

The Transportation Planning Process and Public Participation

Both the Policy Committee and the Technical Committee hold regularly scheduled monthly meetings to discuss transportation issues, to define possible courses of action, and to select cost-effective solutions to improve the local transportation system. Among the products of the planning process are the long-range transportation plan, the transportation improvement program, effectiveness analyses, various traffic monitoring data reports, management system reports, corridor studies, and an overall work program. The last long-range transportation plan update was the 2010 amendment published in September 1994.

The NIRCC staff performs nearly all transportation planning functions in the Fort Wayne area. The Fort Wayne Public Transportation Corporation, however, provides assistance in the development of the Transportation Improvement Program (TIP) and the overall work program. They are also responsible for administering all transit-related programs. The MPO is responsible for maintaining the computerized transportation demand model used to forecast traffic. Critical transportation decisions often rest on these traffic forecasts. The Fort Wayne MPO currently uses the *MINUTP* microcomputer transportation model and *QRS-II* travel estimation procedures.

NIRCC has long encouraged and actively solicited public participation in the transportation planning process. The Overall Work Program has featured citizen participation activities since the 1970s. These have included public meetings, discussions with civic groups, bi-annual newsletters, press releases for the media, and other measures. A formal Public Involvement Policy, incorporating these concepts and documenting citizen participation activities in the area's transportation planning process, was developed and adopted in early 1994. All Technical Committee and Policy Committee meetings are open to the public. Draft technical reports are normally furnished to appropriate representative groups for their review and comment.

Major Long-Range Transportation Projects

One of the most significant state highway projects in the Fort Wayne urbanized area is the construction of the Auburn and Dupont Road interchange connection between S.R. 469 and I-69. Currently under construction, total costs to build this new facility are estimated at $5.7 million. Construction of the

Dupont Road bridge over I-69 will increase capacity significantly in order to handle traffic exiting S.R. 469 onto I-69.

A major interchange modification will also occur at I-69 and U.S. 24 in F.Y. 1998. Projected costs are $11.7 million according to current estimates.

Another major interchange modification at I-69 and S.R. 3 in F.Y. 1998 will both improve capacity and add travel lanes on S.R. 3 from Ley Road to Washington Center Road. These improvements are expected to cost approximately $2.6 million.

U.S. 33 is scheduled to be widened between U.S. 30 and Cook Road in F.Y. 2001. Current estimates place the construction costs at $6.0 million.

Significant local "expansion" projects in the short-term future include the following:

- **Lake Avenue** - (Phase I) construction in F.Y. 1996 at an estimated total cost of $3 million;
- **Maplecrest Road** - construction in F.Y. 1996 at an estimated total cost of $4.0 million;
- **Dalman Road** - construction in F.Y. 1996 at an estimated total cost of nearly $11.5 million;
- **Hillegas Road** - right-of-way and construction in F.Y. 1997-1998 at an estimated total cost of $3.22 million; and
- **Lake Avenue** - (Phase II) construction in F.Y. 1998 at an estimated total cost of $3.0 million.

Along with these project noted above, three *potential* Major Investment Studies (MIS) were identified in the Fort Wayne urbanized area. They include:

- **U.S. 24** from I-469 to the Indiana-Ohio State Line, pending evaluation of the "Fort to Port" study;
- **U.S. 30** from I-69 to Flaugh Road, including the interchange at U.S. 33; and

- **I-69** from I-469 (north junction) to U.S. 30, depending on the results of a corridor study to be conducted in F.Y. 1996 by the Fort Wayne MPO.

Indianapolis Urbanized Area

The Department of Metropolitan Development of Indianapolis-Marion County is the designated Metropolitan Planning Organization (MPO) for the Indianapolis urbanized area. Their area includes Marion County and the urbanized portions of Boone, Hamilton, Hancock, Hendricks, and Johnson counties. The MPO serves the cities of Beech Grove, Carmel, Greenwood, Indianapolis, Lawrence, Southport, and Zionsville. It also serves the towns of New Whiteland, Speedway, and Whiteland. The Metropolitan Development Commission serves as the policy body of the MPO. The Indianapolis Regional Transportation Council (IRTC) acts as the advisory forum to the MPO.

The Indianapolis area has been designated as a "marginal" ozone non-attainment area by the U.S. Environmental Protection Agency (EPA). Therefore, the MPO is faced with those additional challenges resulting from the 1990 Clean Air Act Amendments. The MPO submitted a request to the EPA for redesignation as attainment for ozone and received official approval of that request in December 1994. For further information on the Indianapolis air quality requirements, please refer to the air quality section of this document.

Interstate highway routes of the urbanized area include I-465 and connecting routes of I-65, I-69, I-70 and I-74. United States highway routes include U.S. 31, 36, 40, 52, 136, and 421. State Roads serving the urbanized area include S.R. 37, 67, 134, 135, 267, 334, and 431.

Transportation Planning Process

The Indianapolis transportation planning process consists of a series of technical activities which contribute to maintaining and implementing the transportation plans of the Indianapolis region which includes all of the Marion County and the rapidly developing portions of surrounding counties. It focuses on both short and long-range transportation plans in response to changing conditions, providing assurance projects included in the transportation improvements program are consistent with established plans.

Major planning documents produced by the Indianapolis MPO include the long-range transportation plan, transportation system management reports, and the

Indianapolis Regional Transportation Improvement Program which is updated annually.

Public Participation

The transportation planning process provides for and encourages public involvement. During major planning activities such as the update of the Regional Transportation Plan, the Marion County Comprehensive Plan, and the Pike, Perry, Lawrence and Franklin Township Plan Updates, citizen advisory committee members actively participated in all phases of study efforts. Examples of these citizen participation mechanisms are the Citizens Transportation Advisory Council and the Township Advisory Committees. The Citizens Transportation Advisory Council (CTAC) was established in 1976 to provide citizen input into the update of the long-range transportation plan.

Long-Range Transportation Plan Status

The Indianapolis Department of Metropolitan Development selected The Corradino Group and its consultant team to prepare the Indianapolis long-range transportation plan update. The purpose of this effort was to meet all Intermodal Surface Transportation Efficiency Act (ISTEA) planning requirements and to increase the Department's long-term planning capacity, including decisions regarding the long-term modeling framework.

The product of the Indianapolis long-range transportation plan update is the regional transportation plan. The Indianapolis plan update was formally adopted by the Indianapolis Metropolitan Development Commission (MDC) on May 17, 1995. The updated plan was prepared for the Indianapolis Metropolitan Planning Organization (MPO) to comply with the requirements of the *1991 Intermodal Surface Transportation Efficiency Act* (ISTEA). The work products consist of a series of technical reports documenting the work accomplished and setting the stage for the long-range transportation planning program that will follow ISTEA compliance. The long-term planning program will be applied to maintain the transportation plan as required by ISTEA and to anticipate transportation system requirements through the ISTEA specified twenty (20) year planning period.

Major 1995-1999 State Transportation Projects:

- **U.S. 31 in Marion County** - Added travel lanes from 86th Street to 96th Street at an estimated cost of $1.50 million.
- **U.S. 31 in Marion County** - Added travel lanes from Hanna Avenue north to Southern Avenue at an estimated cost of $3.15 million.

- **U.S. 41 in Marion County** - Added travel lanes from the Marion/Hendricks County line to Girls School Road at an estimated cost of $8.13 million.
- **I-65 in Marion County** - New interchange at the Marion/Johnson County line at an estimated cost of $7.65 million.
- **I-70 & Shadeland Avenue in Marion County** - Interchange modification between I-70 and Post Road at an estimated cost of $1.76 million.
- **I-465 & Shadeland Avenue U.S. 31 in Marion County** - Interchange modification from 0.1 mile south of Shadeland Avenue to the Fall Creek Bridge at an estimated cost of $10.24 million.

Kentuckiana Regional Planning and Development Agency (KIPDA)

The KIPDA long-range transportation plan, known as *Regional Mobility*, is intended to serve as a tool for planning and implementing a transportation system which responds to the mobility needs of the community, produces proactive programs, enhances the quality of life of the area, and demonstrates compliance with the federal regulations and mandates under which this plan was developed. *Regional Mobility* clearly demonstrates coordination and cooperation among the multiple federal, state and local jurisdictions. All the planning, administrative and implementing entities have worked together to produce a plan that is responsive to the Louisville urbanized area's transportation needs, wants, and strategies for advancing to 2010. The mission statement for *Regional Mobility* describes the plan's purpose as:

> *Ensure that the region's development and growth management, the preservation of the social and natural environment, and geographic and social equity are properly directed through the coordination of transportation planning and land use planning in concert with the meeting of the plan's goals.*

Regional Mobility reviewed specific needs identified through the year 2010 by studying significant trends in socioeconomic activity, land use patterns, community concerns, and transportation characteristics. Using this information the plan was developed to provide a basis from which transportation projects and programs evolve.

With the recognition of projected substantial increases in vehicle-miles-traveled, the need to address the area's air quality concerns, and the increased flexibility of federal transportation funds for road and transit projects, the plan is needed to help make decisions for the multi-jurisdictional region. *Regional Mobility*, while weighing the needs of individual jurisdictions, simultaneously addresses the area as a single entity. Federal legislation requires that all surface transportation projects using federal funds must be included in *Regional Mobility* prior to formal inclusion in the *Transportation Improvement Program* and implementation.

Regional Mobility also emphasizes guidelines and policies that help to define how projects should be implemented once they are beyond the planning stage. By combining the technical analysis conducted in the plan's development with the polices for implementation, the plan provides a coordinated and comprehensive base for future transportation activities.

Status of Long-Range Transportation Plan

KIPDA's long-range transportation plan, *Regional Mobility*, was published and adopted in the fall of 1993. It is a cooperative, multi-jurisdictional transportation plan for the Louisville urbanized area. It incorporates recommendations that address many of the same transportation needs identified in earlier plans for the urbanized area.

The long-range transportation plan update was needed because of shifts in socioeconomic trends in the area as well as for technical purposes. Regional growth had stabilized below earlier forecasts. The employment shift from manufacturing to trade and services had resulted in changes in employment locations. The geographic scope of the urbanized area had spread to include part of Bullit County (Kentucky) and a population expansion into Oldham County (Kentucky) was changing the outlook for future travel patterns.

Demographic and Socioeconomic Data

Demographic and socioeconomic data are necessary inputs to the process used to the model used project future travel demand in the KIPDA long-range plan study area. Demographic variables include population and number of households. The number of households classified by vehicle ownership and income levels, and retail and non-retail sector employment by place of work are examples of socioeconomic factors. Each variable affects the number of vehicle trips produced by one area and attracted to another. All five characteristics must be developed for a model base year and forecast year. The long-range transportation plan base year is 1990 and the forecast year is 2010. As data

updates become available, new base years will be selected to more accurately reflect current demographic and socioeconomic scenarios. The forecast years will be updated as needed so that long-range projections can be made for time periods of at least twenty (20) years into the future from the designated base year.

Recommended Projects and Programs

The *Regional Mobility Plan* itemizes recommended transportation projects and programs. Project justifications are based on analyses conducted by the KIPDA staff or are provided by the agency that submitted the project for consideration in the plan. Two projects directly affect Indiana transportation system users. They include:

- **Interstate 65** - Added Travel Lanes from S.R. 311 to the Ohio River, and

- **Indiana-Kentucky State Line** - Construction of a new river bridge over the Ohio River.

Transportation Enhancement Activities

Transportation enhancement activities (TEA) are anticipated to increase, resulting in requested funding amounts that exceed available funds. Accordingly, there is a need for a systematic approach in the selection of these projects. The term, "TEA," as related in Section 101(a) in the Federal Highway Administration's (FHWA) Title 23, means provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

KIPDA's goal is to select projects that go beyond traditional transportation system improvements. KIPDA is interested in selecting projects that incorporate certain elements designed to enhance mobility, protect the environment, and improve the visual aesthetics to the local transportation system.

KIPDA follows TEA guidelines similar to these presented by the Indiana Department of Transportation (INDOT). The same INDOT guidelines follow the principles and activities established by FHWA. The activities described must

demonstrate a genuine contribution to promoting transportation. Accordingly, project must satisfy at least one of the following three linkages:

1. *Functional.* The project must be a transportation project or facility;
2. *Proximity.* The project must be within the viewshed of a transportation project or facility, and;
3. *Impact.* The project must be of positive impact to a transportation system or facility.

KIPDA Transportation Policies and Guidelines

The development of the *Regional Mobility* guidelines began with the identification of a mission statement and set of goals. These served as the basis for developing the policies and action statement by a regional task force. Some of the recommendations have already been implemented. For instance, KIPDA now sponsors a committee which meets bi-monthly to discuss planning issues facing the region. The committee, known as the Regional Coordination Planning Committee, addresses many issues and is not limited to transportation. Members of the committee represent various planning disciplines including land use, transportation, public utilities, and economic development. Many of the guidelines brought forward by the regional task force played an integral part of *Regional Mobility's* development and amendment policy.

Major 1995-1999 State Transportation Projects:

- **I-65 in Clark County** - Added travel lanes from the Ohio River to S.R. 311 at Sellersburg at an estimated cost of $265.0 million.

Kokomo-Howard County Urbanized Area

The Kokomo-Howard County Governmental Coordinating Council (KHCGCC) was established in 1981 and designated the Metropolitan Planning Organization (MPO) for the Kokomo Urbanized Area in March, 1982. Kokomo has met air quality requirements set forth by the U.S. Environmental Protection Agency. The city is therefore in "attainment" for air quality.

The U.S. highway routes passing through the Kokomo urbanized area are U.S. 31 and U.S. 35. State Roads which pass through Kokomo include S.R. 22 and S.R. 26.

Status of the Long-Range Transportation Plan

The KHCGCC completed and adopted a *1995-2015 Long-Range Transportation Plan* in April 1995. The long-range transportation plan is in accordance with the 1991 ISTEA legislation. The consultant firm of Bernardin, Lochmueller and Associates, Inc., is currently under contract to develop a computerized travel demand model of the Kokomo urbanized area using the *TRANPLAN* microcomputer software package. This model combined with additional material, such as the public involvement process, will identify future travel demand needs and transportation improvement projects.

Public Participation

The KHCGCC lists four categories of activities which need public involvement: the long-range transportation plan, the transportation improvement program, the transportation system management plan, and other plans. During the development of the long-range transportation plan, legal advertisements were made in local newspapers and letters were mailed to various groups and organizations announcing the initiation of the study. After the completion of a draft plan, another legal advertisement and letters announced the availability of the draft Transportation Plan for public inspection and distribution.

Public involvement during the development of the MPO Transportation Improvement Program is less extensive. The public role is more involved with monitoring the progress of improvement projects. During the development of the Transportation System Management Plan, legal advertisements will solicit public suggestions and comments on the study subjects. The remaining plans are on a variety of subjects. Legal advertisements will request public comments, suggestions and requests for public hearings.

Major 1995-1999 State Transportation Projects:

- **U.S. 31 Corridor Study from approximately S.R. 26 and U.S. 35** - This study was mandated by the Indiana General Assembly as an element of a plan to improve the U.S. 31 corridor from I-465 in Indianapolis to U.S. 20/31 in South Bend.

  A meeting was held in January 1995 to discuss the scope of the corridor study and to determine if a Major Investment Study (MIS) as defined by 23CFR, Part 450, Subpart A, had been accomplished. Representatives from INDOT, the Federal Highway Administration, the Federal Transit Administration, and the Kokomo MPO were in attendance. The consensus of this group

was that a MIS had in fact been completed. The results of Kokomo's U.S. 31 Corridor Study recommended an upgrade of the existing facility. The results of the study and its recommendations were presented to the general public in two separate public meetings on March 14, 1995.

Lafayette-West Lafayette Urbanized Area

The Tippecanoe Area Plan Commission is the designated Metropolitan Planning Organization (MPO) for the Cities of Lafayette and West Lafayette, the Towns of Battle Ground, and Dayton and Tippecanoe County. The Area Plan Commission conducts a wide range of transportation planning studies for Tippecanoe County including the long-range transportation plan, corridor studies, traffic studies, transportation systems management, and the Transportation Improvement Program.

Tippecanoe County meets the air quality requirements set forth by the U.S. Environmental Protection Agency for acceptable air quality pollution levels, designating this area as in "attainment".

The Cities of Lafayette and West Lafayette are bypassed to the north and east by Interstate 65, a major link connecting southeast Indiana, Indianapolis and Chicago. U.S. highway routes located in Tippecanoe County include U.S. 52 and U.S. 231. In additions, State Roads 25, 26, 38, 126, 443, 526, and 43A are located in the urbanized area.

Long-Range Transportation Plan Status

A resolution adopting the 2010 and 2015 Network Plans was passed by the Tippecanoe Area Plan Commission on November 16, 1994. These plans amended the *Year 2010 Transportation Plan* adopted in 1991. The MPO transportation planning staff converted their previous long-range plan from the "Quick Response" (QRS) microcomputer model to a *TRANPLAN* microcomputer travel demand forecast model. This new model calibrates and projects traffic volumes, population, dwelling units, jobs and vehicles-per-dwelling unit. The updated plan provides network schematics for the years 2000, 2010 and 2015. It also takes into consideration the Tippecanoe County comprehensive long-range land use plan, public participation, and financially constrained project costs.

Public Participation

The MPO has a Citizen Participation Committee that meets on a regular basis. The Committee comprises a diverse group of citizens representing realtors, school corporations, home builder associations, neighborhood associations, township trustees, media and interested citizens. A listing of the citizen groups and their representatives is kept on file. Public notice meetings are posted, listing the time, place, date and agenda as well as the date of the next meeting. The Tippecanoe County Area Plan Commission has used this format for several years and has had favorable results.

Transportation Planning Process

The long-range transportation plan is vital to the community not only as a timetable for improvements, but also as a guide to meet growing transportation needs. The Tippecanoe County Area Plan Commission's prime function is to engage in planning for the community. In addition, it exercises all the traditional long and short-range comprehensive planning, zoning, subdivision and zoning appeals functions for its five member governments. Their planning process involves multi-modal relationships with transit planning, railroad relocation, airport planning and goods movements. This cooperative process between the associated cities and the county leads to the development of projects that meet a need where both governmental jurisdictions have a common interest.

Major 1995-1999 State Transportation Projects:

- **U.S. 231 Road Relocation** - from 0.82 mile south of County Road 500S to S.R. 43.

In September 1994, INDOT awarded a contract to The Corradino Group consulting firm to study the final segment of The Hoosier Heartland Corridor. This study extends from I-65 in Tippecanoe County eastward to the west/southwest area of Logansport in Cass County. Numerous study task force and public meetings have been held, providing valuable input from the public, local officials and peers. This study is scheduled for completion in late 1995.

In discussions with the Federal Highway Administration and the Lafayette/West Lafayette MPO, it has been determined that a Major Investment Study (MIS) coordination meeting will be held to discuss Hoosier Heartland Corridor traffic impacts on the urbanized area.

The City of Lafayette is in the process of completing a major railroad relocation project. The completion of this project will prove traffic congestion relief, greater economic stabilization in the central business district, and improve neighborhood conditions. When completed, the railroad relocation project will eliminate forty-two (42) at-grade rail crossings in the City of Lafayette and provide a new intermodal depot facility.

Muncie Urbanized Area

The Muncie metropolitan planning area is located in central Delaware County. The Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the designated metropolitan planning organization (MPO) for transportation planning in the area. However, the Administrative Committee is the official Policy Committee for the urbanized area. The Administrative Committee, whose membership includes decisionmakers from the City of Muncie, the Towns of Selma and Yorktown, and Delaware County, formulates local transportation policies. The Technical Advisory Committee makes recommendations to the Administrative Committee and provides the necessary technical input to shape policies into practical actions.

The Muncie area is served primarily by State Road 32, 67, 332 and U.S. 35. State Road 3 also serves a portion of the urbanized area. Interstate 69 connects the Muncie area to the nation, although it is located outside the urbanized area. State Roads 32, 67 and 332 provide access to Interstate 69. The Muncie area has been designated an "attainment" area for air quality by the U.S. Environmental Protection Agency. Approximately 88,000 people live in the Muncie urbanized area.

The Transportation Planning Process and Public Participation

Both the Policy Committee and the Technical Committee hold regularly scheduled monthly meetings to discuss transportation issues, to define possible courses of action, and to select cost-effective solutions to improve the local transportation system. Among the products of the planning process are the transportation plan, the transportation improvement program, the transportation system management (TSM) report, traffic count information, special projects, and an overall work program. The MPO Policy Committee endorsed the latest long-range transportation plan update on February 15, 1995.

The staff of DMMPC conducts nearly all transportation planning functions in the Muncie area. The Muncie Public Transportation Corporation performs transit-related planning. The MPO is responsible for maintaining the

computerized transportation model used to forecast traffic. Critical transportation decisions often rest on these traffic forecasts. The Muncie MPO currently uses the *QRS-II* microcomputer transportation model. However, the MPO plans to convert their modeling effort to the *TRANPLAN* travel demand forecast model.

The Delaware-Muncie Metropolitan Plan Commission issued a public participation policy on May 6, 1993. On July 20th of that year, the policy went into effect. This policy defines in detail how public participation relates to the local transportation planning process. Unique to the Muncie area, the Transportation and Planning Involvement Council is a separate committee formed to provide additional public input to the planning process. Comprised of citizens who are not part of local government, members are recruited from the general public or from the transportation community.

DMMPC ensures that local planning efforts are responsive to the needs of the public through information dissemination and public meetings. Upcoming meetings and legal notices are published in two local newspapers, meeting notices are posted, and mailings to individuals are used. The Technical Advisory Committee and the Administrative Committee meetings are open to the public. DMMPC issues the *Plan News*, a monthly newsletter. Mailing lists for meeting notifications, transportation information, and the *Plan News* are updated annually. Draft reports are normally furnished to appropriate representative groups for their review and comment.

Major Long-Range Transportation Projects

The most significant state highway project in the Muncie area features added travel lanes on State Road 67 from County Road 900W to the Muncie Bypass. Construction is anticipated in F.Y. 1997 and total costs are estimated at around $22.0 million.

Significant local "expansion" projects include the following:

- **Wheeling Avenue** - construction in F.Y. 1999 at an estimated total cost of $1.25 million;
- **Centennial Avenue** - construction in F.Y. 2000 at an estimated total cost of $1.25 million; and
- **Hoyt Avenue** - construction in F.Y. 2002 at an estimated total cost of $1.4 million.

No potential Major Investment Studies (MIS) were identified in the Muncie urbanized area.

Northwest Indiana Urbanized Area

The Northwest Indiana Regional Planning Commission (NIRPC) is one of two MPOs serving the Chicago-Northwest Indiana urbanized area. The other is the Chicago Area Transportation Study (CATS). In 1966, the Lake-Porter County Regional Transportation and Planning Commission was formed for the purpose of conducting a regional transportation planning process in the two counties in response to a new federal initiative. Its creation was the result of 1965 State enabling legislation which allowed for the formation of such Commissions. The State Legislation was amended in 1971 to provide for expansion of the Commission into other counties, and in 1973 to expand the membership. The name was changed to the Northwestern Indiana Regional Planning Commission (NIRPC) in 1973 and metropolitan planning organization (MPO) designation in 1975. LaPorte County was formally added into the MPO Planning Boundary in 1994.

The NIRPC urbanized area has been designated as a "severe" ozone non-attainment area by the U.S. Environmental Protection Agency. Therefore, the MPO is faced with those additional challenges resulting from the 1990 Clean Air Act Amendments. For further information on the NIRPC air quality requirements, please refer to the air quality section found elsewhere in this document.

Numerous major highway routes serve the urbanized area. In Indiana alone these are Interstate routes 65, 80, 90, and 94. The concurrent routing of I-80 and I-94 through the urbanized area is also referred to as the Borman Expressway. United States highway routes present are U.S. 6, 12, 20, 30, 41 and State Roads 149, 152, 249, 312, and 912. Numerous transit facilities operate in the area, including the Chicago South Shore and South Bend Railroad.

Transportation Planning Process

NIRPC is responsible for coordinating planning and development in Northwest Indiana. NIRPC performs a variety of functions including short and long-range planning, corridor studies, traffic studies, traffic volume counting, and funds allocation. It also provides a forum for the review, programming and development of specific projects. NIRPC also staffs the Little Calumet River Basin Development Commission, the Kankakee River Basin Commission and the Marina Development Commission.

In 1994, the Planning and Programming Committee served as the forum for interaction between transportation project implementors and the NIRPC staff in the reformation of the project selection criteria for projects in the Transportation Improvement Program and the Regional Transportation Plan. In keeping with the philosophy of ISTEA and the Clean Air Amendment Acts of 1990 (CAAA), the new criteria place increased emphasis on projects that will preserve the existing transportation system and on projects that will help to reduce traffic flow, . A set of highway segments were identified as priority corridors which will serve as the state's initial Congestion Management System roadways. The results of the 1990 Census were used to identify potential new markets for transit service. The development of a new long-range transit plan was also initiated along with the highway plan update.

Public Participation Process

NIRPC provides numerous opportunities for participation in transportation discussions and decisions. These range from the Commission/Executive Board member appointments as prescribed by state law, to the Transportation Policy Committee and other Technical Committees and task forces. Some of these include Planning and Programming and its Long-Range Plan Subcommittee, Air Quality Advisory and its subcommittees, Bikeway Planning and the Ridge Road and U.S. 30 Task Forces. Besides informing Commission and committee members of meetings, extensive mailing lists include numerous others who are invited to meetings. Committee and task force membership includes, elected officials, other public officials and staff members, state and federal agencies, and environmental interests. Mailing lists include a variety of others who are interested, including citizens and the print and electronic media. All meeting notices/agendas are mailed to one or more of NIRPC's sixty (60) mailing lists, depending on the meeting purpose and are posted at NIRPC. Public hearings are held when appropriate or necessary and are advertised/posted according to requirements and regulations. A transportation newsletter is published and widely distributed.

Long-Range Transportation Plan Status

The CAAA conformity requirements have caused NIRPC to make significant new improvements to the transportation modeling process. These include the addition of a mode choice model, refinements to the network accuracy, and the representation of many more time periods.

The computerized transportation model has been updated to reflect the revised functional classifications of roadways and improved detail for all roads that are functionally classified as "collector" and higher. The 1995 plan update was approved by the full Northwest Indiana Regional Planning Commission in December, 1994. The more detailed transportation model was used to perform the

air quality conformity analysis for the *Fiscal Year 1995 - 1997 Transportation Improvement Program* and NIRPC Long-Range Transportation Plan Update. A complete model revision and long-range transportation plan update will be made starting in 1995.

Major 1995-1999 State Transportation Projects:

- **U.S. 35 in LaPorte County** - Added travel lanes from 0.45 miles northwest of south junction with S.R. 30 to north junction of S.R. 39 at an estimated cost of $6.34 million.
- **U.S. 30 in LaPorte County** - Added travel lanes from 2.2 miles west of U.S. 41 to 0.8 miles west of U.S. 41 at an estimated cost of $6.12 million.
- **U.S. 41 in Lake County** - Added travel lanes from 77th avenue to the Little Calumet River at an estimated cost of $26.11 million.
- **S.R. 51 in Lake County** - Added travel lanes from 0.02 miles south of Hobart Road to 0.07 miles south of U.S. 20 at an estimated cost of $3.25 million.
- **S.R. 55 in Lake County** - Added travel lanes from 93rd Avenue to U.S. 30 at an estimated cost of $5.92 million.
- **I-65 & 61st Avenue in Lake County** - Interchange modification at an estimated cost of $9.15 million.
- **I-80 & Burr Street in Lake County** - Interchange modification at an estimated cost of $7.84 million.
- **S.R. 49 in Porter County** - Added travel lanes from Oak Hill Road, 0.6 miles south of U.S. 20 to the north side of U.S. 20/S.R. 49 interchange at an estimated cost of $1.50 million.

A Major Investment Study (MIS) will be required for the widening of I-65 from U.S. 30 north to I-80/94. However, this project is currently programmed for implementation beyond the five year timeline identified above.

South Bend-Mishawaka/Elkhart-Goshen Urbanized Area

The Michiana Area Council of Governments (MACOG) and the Southwestern Michigan Commission (SMC) are the regional agencies conducting transportation planning activities in the Michiana area. MACOG is responsible for the Indiana portion of the South Bend and Elkhart-Goshen Urbanized Areas while the SMC provides technical and planning assistance to the Michigan portion of the

South Bend Urbanized Area. A Bi-State Coordination committee serves to unify the planning efforts of the MACOG and the SMC. MACOG serves as the office of record for the Bi-State organization. The area was designated as a "marginal" ozone non-attainment area by the U.S. Environmental Protection Agency. The MPO has since been redesignated as in "attainment" for ozone. For further information on the MACOG air quality requirements, please refer to the air quality section found elsewhere in this document.

The MACOG urbanized area highway transportation system includes Interstate 80/90-The Indiana Toll Road. United States routes include: U.S. 20, 31, and 33. In addition, State Roads 2, 4, 15, 19, 23, 112, 119, 120, 219, and 331 are present in the urbanized area.

Transportation Planning Process

The scope of planning for MACOG is to maintain and enhance the intermodal transportation planning process for the urbanized areas under its jurisdiction. The MACOG staff provides technical and planning activities for highway related projects, as well as mass transit programs. The MACOG staff also currently operates three transportation services for Elkhart, Goshen and Plymouth, Indiana. MACOG has expanded its long-range plan study area to cover the entire attainment area as required under ISTEA and the Clean Air Act Amendments (CAAA) of 1990. MACOG continues its surveillance and monitoring activities (accident inventory and traffic volume count program) and has enhanced the database already in place by revamping count locations to include all highway performance monitoring system (HPMS) sections. MACOG's continuing Transportation Improvement Program (TIP) and short-range programs are substantially more difficult to accomplish, given the new ISTEA requirement to include all projects in the TIP.

Public Participation

All activities completed by the MPO are accomplished with the knowledge and cooperation of the Transportation Technical Advisory Committee (TTAC) and Policy Board. The MACOG Staff discusses projects and makes presentations on the progress being made during the entire planning process. Both the TTAC and the Policy Board meetings are open to the public, the agendas are posted for public inspection, and the news media are notified of all meeting dates and agenda items for a particular meeting. News media representatives regularly attend both the TTAC and Policy Board meetings and report on the agenda items.

Long-Range Transportation Plan Status

The Michiana Area Council of Governments completed Phase II of the *2015 Long-Range Plan Update* in July, 1991. Phase III of the project is essentially completed. However, much additional work had to be hand tabulated due to delays in obtaining 1990 Census data. As an example, more than 4,000 telephone calls were needed in order to verify employment data in the Elkhart area. The trip generation model is complete and the *MINUTP* travel demand forecast model has been calibrated.

Several revisions to the long-range plan have been completed, including updating the functional classification system. The revisions using the Census Transportation Planning Package (CTPP) data have been put on hold until 1995 since these data are not yet available. Model updates, model maintenance and staff training have continued.

MACOG successfully completed the 1990 CAAA required air quality conformance determination for the TIP, as well as completing its *2015 Long-Range Plan* conformity analysis. The long-range plan was endorsed by the MACOG Policy Board in November, 1993. The 1995 long-range transportation plan update will be endorsed in the fall of 1995, pending relinquishment agreements between INDOT and relevant local agencies.

Major 1995-1999 State Transportation Projects:

- **S.R. 23** - Added Travel Lanes from Twyckenham Drive to Cleveland Road, and;
- **U.S. 33** - Added Travel Lanes from Capital Avenue to Power Creek.

Terre Haute Urbanized Area

The West Central Indiana Economic Development District (WCIEDD) is the Metropolitan Planning Organization (MPO) for Terre Haute Urbanized Area. The WCIEDD is also responsible for economic development and senior citizen programs in Clay, Parke, Putnam, Sullivan, Vermillion and Vigo counties. The WCIEDD conducts a wide range of transportation planning studies for the urbanized area and Vigo County including a long-range transportation plan, corridor studies, traffic studies, transit planning, transportation systems management development, and the Transportation Improvement Program.

The Terre Haute urbanized area meets the current air quality requirements set forth by the U.S. Environmental Protection Agency for acceptable air quality pollution levels, designating this area as in "attainment".

Interstate Route 70 passes through the urbanized area on the south side of Terre Haute. U.S. highway routes located in the urbanized area include U.S. 40, 41, and 150. State Roads include S.R. 42, 46, 63 and 342. A bypass of U.S. 41 programmed for development by INDOT southeast of Terre Haute has tentatively been designated as State Route 641.

Long-Range Transportation Plan Status

The updated WCIEDD long-range transportation plan was endorsed on November 28, 1994. Their original long-range plan was completed in 1990 by Bernardin, Lochmueller and Associates Inc., using the *MINUTP* microcomputer software package. At that time, the impending ISTEA legislation and its associated impacts were being considered in Congress. The updated long-range transportation plan addresses fifteen (15) factors associated with the metropolitan area transportation planning process while maintaining a twenty-year forecast horizon. The plan also addresses specific projects with fiscal constraints based upon revenue estimates.

Public Participation

WCIEDD adopted their Public Participation Policy on May 12, 1994. In the spirit of a continuing, cooperative and comprehensive transportation plan, WCIEDD's policy outlines various transportation committees, methods of notification and processes. The MPO transportation committees include policy, technical, transportation advisory, citizen/handicap, and other advisory groups. The methods of meeting notification are by newspaper, electronic media, legal notices and individual committees members.

The Transportation Planning Process

Since the long-range transportation plan for the Greater Terre Haute Area will be implemented over an extended period of time, it is designed to anticipate future problems and existing problems. The long-range transportation plan is a collection of individual capital improvement projects that will collectively improve the flow of traffic and reduce associated safety problems throughout the Terre Haute area and Vigo County. Much of this improvement will occur because of the high design standards to which the projects will be built. While the Transportation Plan will not solve all traffic problems in the years to come, it will aid in reducing traffic delays and promote economic development in Vigo County.

Major 1995-1999 State Transportation Projects:

- **State Road 641 Terre Haute Bypass** - This project is currently planned to connect U.S. 41/U.S. 150 south of Terre Haute with S.R. 46 southeast of Terre Haute for a length of approximately 6.0 miles. This project has been identified as a Major Investment Study (MIS) candidate. A coordination meeting between the WCIEDD, INDOT, and the Federal Highway Administration will be required.